(c) whether the said instructions have been issued to help the present suppliers to keep the new suppliers out of race;

(d) whether Government Propose to get the matter investigated to ensure that the instructions are not issued with malafide intentions; and

(e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) No, Sir.

(c) No, Sir.

(d) and (e) The instructions to stop supplies/manufacture of HDGC Wire with Silver Brazed Joints have been issued with a view to improve reliability of HDGC Wire and to prevent disruption of train movement due to failure of Joints in silver brazed HDGC wire.

Construction of new bridge at Patna and doubling of Mokama bridge

3011. DR. JAGANNATH MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that proposals for construction of a new bridge at Patna and laying of double rail line on Mokama Railway Bridge were approved in 1989;

(b) if so, the details thereof; and

(c) whether construction work has started thereon and if not, the reasons therefore and by when these are proposed to be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) and (c) Do not arise. However, construction of Ganga bridge at Patna with linking lines between Patna and Hazipur has been included in the Budget, 1997-98 and construction work would be started after necessary clearances have been obtained.

Gauge conversion of Katihar-Purnea and Manshi-Forbesganj rail line

3012. DR. JAGANNATH MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the proposals for Broad Gauge rail line between Katihar and Purnea and Manshi to Forbesganj, were approved in 1989;

(b) if so, whether the construction work on these projects has since been taken up; and

(c) if so, when, and if not, the reasons therefor and by when it is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) Work has already been started between Mansi and Saharsa as the first phase of conversion of the line from Mansi to Forbesganj. The scope of this project is being increased from Forbesganj to Katihar which includes Purnea-Katihar. Work on the remaining section would be taken up in the coming years.

भोपाल के लिए एक तेज रेलगाड़ी शुरू करना

3013. **श्री नारायण प्रसाद गुप्ता:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मध्य प्रदेश के जन प्रतिनिधियों द्वारा भोपाल और नई दिल्ली के बीच एक तेज रेलगाड़ी की लगातार मांग की जाती रही है;

(ख) क्या यह सच है कि राज्य की राजधानी भोपाल को इस प्रकार की कोई सुविधा प्रदान नहीं की गई है;

(ग) क्या यह भी सच है कि प्रत्येक बड़े राज्य की राजधानी को यह सुविधा दी गई है; और

(घ) क्या सरकार द्वारा इस संबंध में बढ़ती हुई मांग को ध्यान में रखते हुए इस आवश्यकता को पूरा करने पर विचार कर रही है, यदि हां, तो कब तक?

रेल मंत्रालय में राज्य मंत्री (श्री सतपाल महाराज): (क) इस संबंध में कुछ अभ्यावेदन प्राप्त हुए हैं।

(ख) भोपाल और नई दिल्ली / निजामुद्दीन के बीच 2001/2002 नई दिल्ली/भोपाल शताब्दी एक्सप्रेस सहित 23 जोड़ी गाड़ियां पहले से ही उपलब्ध है।

(ग) जी हां।

(घ) प्रश्न नहीं उठता।

Norms prescribed by IREC for Konkan Railway

3014. SHRI AMAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the safety norms prescribed by the Indian Railway Engineering Code (IREC) for the construction of bridges and tunnels on the Mumbai-Mangalore rail connection which is being executed by Konkan Railway Corporation (KRC);

(b) whether the KRC have complied with those norms, if so, the details thereof; and

(c) whether it is a fact the KRC had sought foreign technology and if so, how much expenditure was incurred in this regard and the reasons for seeking foreign technology?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The bridge & tunnels on the Konkan Railway Project between Roha and Mangalore have been designed & constructed by following the provisions of Indian Railways Codes of Practices and Rules for opening of a Railway for Public Carriage of Passengers.

(b) Yes, Sir. KRC has strictly adhered to the provision of the Indian Railways codes of Practice as well as Indian Railways Engineering Code in Construction of the Broad Gauge Railway line between Roha and Mangalore followed by certification by Commissioner of Railway Safety.

(c) No, Sir. However, KRC adopted frontline technologies in some aspects of the Project.

Unhygienic condition at Nagpur Railway Station

3015. MISS SAROJ KHAPARDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that most of the platforms, rail tracks and toilets at Nagpur Railway Station in Maharashtra remain dirty and stinking with odour making the platforms unhygienic;

(b) if so, whether surprise checks are conducted to find out the neglect of the station by the authorities;

(c) if so, the details thereof for the last six months; and

(d) the steps taken or proposed to be taken to maintain the desired level of cleanliness at Nagpur Railway Station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The platforms, tracks and toilets at Nagpur station are maintained in clean condition.

(b) and (c) During the last six months, 53 surprise checks were conducted by Medical, Commercial and other officers at Nagpur station.

(d) Adequate number of safai karamcharis, material and equipment for cleanliness have been provided at Nagpur.

Facilities after the Constitution of Passenger Amenities Committees

3016. SHRI RAM NATH KOVIND:
DR. RANBIR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any new facilities have since been provided to railway passengers since the constitution of the present